

RESOLUTION NO. 91-94

=====

A RESOLUTION OF THE LODI CITY COUNCIL
AMENDING TRAFFIC RESOLUTION NO. 87-163 TO APPROVE THE SPEED
ZONE SURVEY FROM THE WEST CITY LIMITS TO HAM LANE,
REDUCING THE SPEED LIMIT BETWEEN MILLS AVENUE AND HAM LANE
AND APPROVING THE INSTALLATION OF AN OVERHEAD FLASHING BEACON
AT THE CROSSWALK IN FRONT OF LODI LAKE PARK, AND
APPROVING THE APPROPRIATION OF FUNDS THEREFOR.

=====

BE IT RESOLVED, that the Lodi City Council does hereby approve
the Speed Zone Survey from the West City Limits to Ham Lane, attached
hereto as Exhibit A; and

RESOLVED, by the Lodi City Council that City of Lodi Traffic
Resolution No. 87-163, Section 7 - Speed Limits - is hereby amended to
reduce the existing speed limit between Mills Avenue and Ham Lane from
40 mph to 35 mph, as indicated in the Speed Zone Survey; and

RESOLVED, that the Lodi City Council hereby approves the
installation of an overhead flashing beacon at the crosswalk in front
of Lodi Lake Park, as shown on Exhibit B attached hereto; and

BE IT FURTHER RESOLVED, the Lodi City Council hereby approves
the appropriation of \$5,000 for the estimated cost of the installation
of the flashing beacon, which funds are to be allocated from
Transportation Development Act (TDA) funds.

Dated: May 15, 1991

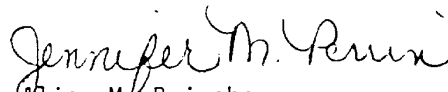
=====

I hereby certify that Resolution No. 91-94 was passed and
adopted by the City Council of the City of Lodi in a regular
meeting held May 15, 1991 by the following vote:

Ayes: Council Members - Pennino, Pinkerton, Sieglock
Snider and Hinchman (Mayor)

Noes: Council Members - None

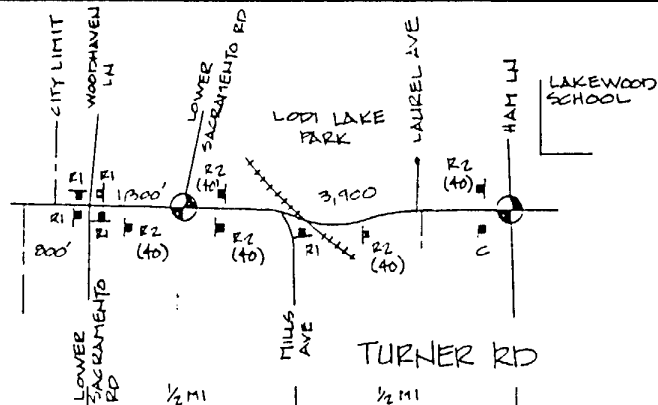
Absent: Council Members - None


Alice M. Reimche
City Clerk

91-94

RES9194/TXTA.01V

SEE NARRATIVE FOR
BACKGROUND INFORMATION



SPEED TABLE		60-64 (VARIES)	
ROADWAY WIDTH		2 4	
NO. OF LANES		NONE	
MEDIAN (TYPE)		2 & 4	
TRAFFIC SIGNAL DATA		6 & 4	
AVERAGE DAILY TRAFFIC		5,000	9,000
OBS. SPEED - CRITICAL, 85 TH %	WB	40	40
	EB	38	40
- PACE (%)	WB	31-41 (75)	33-43 (83)
	EB	31-41 (82)	32-42 (85)
- MEDIAN, 50 TH %	WB	35	37
	EB	34	37
EXISTING SPEED ZONE		10 MPH	
PROPOSED SPEED ZONE		40 MPH 35 MPH 40 MPH	
LEGEND: T - SIGN LOCATION R1 - STOP SIGN R21 - SPEED LIMIT SIGN (MPH) R39 - YIELD SIGN C - INSTALLATION C (SCHOOL 25 MPH SIGNS, W63, R2(25), R721) (Symbol) - TRAFFIC SIGNAL --- - CITY LIMIT --- - CRITICAL SPEED --- - LOWER LIMIT OF PACE		MPH 50 40 30	
ACCIDENT PLOT YR: 1989 YR: 1990		0 1 1 5 22 1 3 0 1 1 2 3 3 2 7 1 1	
ACCIDENT RATE - ACC/MILL. VEH.-MI.		0 1.85 4.10	
DATE 5/9/91 DATE 1/5/91		Approved By Public Works Director RCE	
CITY OF LODI PUBLIC WORKS DEPARTMENT		TURNER RD W CITY LIMIT TO HAM LN	
SPEED ZONE SURVEY		DATE 1/5/91	

SPEED ZONE REPORT - Turner Road, West City Limit to Ham Lane

° REFERENCE - Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 4802(b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.

° STUDY

Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are prevailing speeds, unexpected conditions to drivers, and accident records.

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of five miles per hour.

The following prevailing speeds have been measured in the segments shown:

SEGMENT	WESTBOUND	EASTBOUND
West City Limit to Lower Sacramento Road (North)	40 mph	38 mph
Lower Sacramento Road (North) to Ham Lane	40 mph	40 mph

Unexpected Conditions

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

In reviewing the area from Mills Avenue to Loma Drive, some of the south side does not have sidewalk and there is pedestrian activity from Lodi Lake Park. This is not readily apparent to drivers traveling eastbound.

Roadside development in the area consists of the Lodi Lake Park and the drive-in across the street. Due to the lack of a food vendor in the park, there is a large number of pedestrians crossing Turner Road.

There are a number of residential driveways and the lake entrance and exit on Turner Road. Visibility from these driveways is often reduced due to on-street parking. The effects of the above are included in the recommendation to reduce the speed limit.

Accidents

Accident records of the two most recent years should be considered when determining speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM).

The current accident rate of 4.10 ACC/MVM in the segment of Turner Road from Lower Sacramento Road (north) to Ham Lane has nearly doubled from the 2.30 ACC/MVM calculated in the 1989 speed zone survey. Traffic volumes in this segment have increased from 13,700 to 16,300 vehicles per day and accidents have increased from 17 to 36. The majority of these accidents were rear-end collisions, which are speed-related.

The accident rate in the segment of Turner Road from Lower Sacramento Road/Woodhaven Lane to Lower Sacramento Road (north) has decreased from the 2.75 ACC/MVM calculated in the 1989 speed zone survey to the current 1.85 ACC/MVM.

- ° RECOMMENDATION - Based solely on the 85th percentile speeds observed in the field, the posted speed limit from the west City limit to Ham Lane could be 40 mph. However, considering the described conditions not readily apparent to the driver and the increased accident rate, it is recommended to reduce the speed limit to 35 mph from Mills Avenue to Ham Lane. The existing and recommended speed limits are shown below.

TURNER ROAD SEGMENT	EXISTING	RECOMMENDED
West City Limit to Mills Avenue	40 mph	40 mph
Mills Avenue to Ham Lane	40 mph	35 mph

Jack L. Ronsko
Public Works Director



CITY OF LODI

PUBLIC WORKS DEPARTMENT

TURNER ROAD
@ LODI LAKE PARK
FLASHING BEACON PLAN

LODI LAKE PARK

ENTRANCE

TURNER ROAD

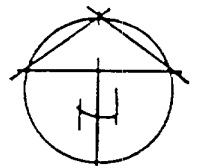
EXIT

REMOVE EXISTING
CROSSWALK

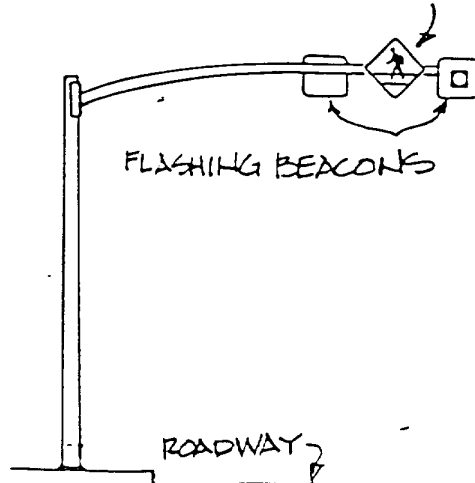
OVERHEAD FLASHING
BEACON (SEE DETAIL)

LOMA DR.

PARKVIEW AVE.



PEDESTRIAN CROSSING SIGNS



FLASHING BEACONS

ROADWAY

DETAIL OF OVERHEAD FLASHING
BEACON.